

- 9.) Richmond Fire Station No. 67A was built by the City to serve the Richmond Kaiser Shipyards. Its facade has been modernized but it is still the original structure.
- 10.) Whirley Cranes on the Santa Fe Channel and Industrial Buildings on both sides of the Channels (in continued private use — Whirley or “Whirling” cranes) were high-capacity gantry cranes that moved on rails 32 feet apart running parallel to the ship ways and basins. They were used to lift and move large prefabricated ship sections and gear into place. They sometimes acted in unison to lift even larger loads and enabled a higher degree of prefabrication than had been possible prior to their use. Kaiser originally used them in dam building and barged the cranes to the shipyards to get started. They became an essential feature in shipyard construction. A Richmond marine company, Levin Richmond Terminal, is considering donating a Whirley Crane used in the Richmond Shipyards to be relocated close to (W) the entrance to Harbor Channel near the Ford Assembly Building. Should the other surviving Whirley Cranes be phased out, the opportunity to relocate the remainder to Shipyard #3 (W) could be pursued to further restore the historic setting.
- 11.) Lucretia W. Edwards Park (2 acres) — This park, formerly referred to as Westshore Park, and recently re-named Lucretia W. Edwards Park, is currently in design. This park is located between the Marina Green and Rosie the Riveter Memorial and the Ford Assembly Building. This park will provide outdoor orientation to the other World War II shipyards on San Francisco Bay. It will be connected to the other Richmond waterfront sites by the Bay Trail / Esplanade.
- 12.) Rosie the Riveter Memorial — To be constructed and dedicated in October 2000 at Marina Park and Green (14.25 acres) on the site of former Richmond Shipyard #2. The Memorial structure will be the length of a liberty ship with symbolized stern at the water's edge. The axis of the memorial form aligns with the Golden Gate through which the completed ships sailed on their urgent World War II missions. Extensive, outdoor interpretive panels integrated into the Memorial design will present information on women's history, labor history, and the Home Front during World War II.
- 13.) Liberty Ship Monument at Barbara and Jay Vincent Park (6 acres) — Completed and dedicated in June 1999, across Marina Bay from the Rosie the Riveter Memorial site. This site was part of a breakwater for Richmond Shipyard #2 and offers a good view of the entrance to Marina Bay and the Ford Assembly Building. The Liberty Ship Monument has interpretive panels on the experience of shipyard workers as an interpretive public art project entitled “Shipyard Stories” by Ray Beldner.
- 14.) Shimada Friendship Park (3 acres) — A peace park dedicated to Richmond's relationship with its sister city in Japan. Located on the San Francisco Bay Trail, this is a logical easternmost location to begin to orient users with wayside exhibits to the former World War II Home Front sites starting with Shipyard #2 that they are about to pass as they follow the Bay Trail on foot or bicycle. (Most visitors in the future will start their visit at the World War II Home Front Visitor Center in the Ford Assembly Building after it

opens.) The fact that this is a peace park with a Japanese City reflects some of healing and reconciliation over the last fifty-five years since World War II.

- 15.) Bay Trail / Esplanade (12,600 feet long and 10–12 feet wide) — Provides a unifying public corridor for access, interpretation, and public art for visitors. When completed, the Bay Trail will encircle the San Francisco Bay with a fully accessible walking and bicycling path. Wayside exhibits and public art along the Richmond segment will provide visitor outdoor orientation to the history of the area.
- 16.) Additional contributing structures from Kaiser Shipyards #1, #2 and #4 and vicinity in the Harbor and Santa Fe Channels. This area is currently in heavy marine industrial usage and any public access would have to be highly restricted. A large pre-assembly building that served Shipyard #2 is used as a solid waste sorting and transfer station. The rail lines that served the shipyards are largely intact.
- 17.) Additional World War II Home Front-Era Structures — Richmond is currently contracting for a survey of additional historic structures including structures dated back to the World War II Home Front period. It is anticipated that additional representative structures will be identified and can be included in the Park and featured in historic tours and interpretive materials.

The above sites could be part of a National Historical Park and unified and interpreted for visitors by signage, wayside exhibits, orientation from the visitor/education center, self-guiding brochures, guided tours, and limited access tours. Most of the waterfront sites are connected by the San Francisco Bay Trail / Esplanade.

SIGNIFICANCE OF RICHMOND IN ROSIE THE RIVETER / WORLD WAR II HOME FRONT THEMES

Richmond, CA played a very significant role in the Rosie The Riveter / World War II Home Front themes and is a suitable place from which to interpret these themes nationally based on the following facts:

- ❑ Richmond was cited as having one of the largest number (56) of war industries of any city in the United States during World War II, e.g., Standard Oil Refinery (now Chevron), Chemurgic Corp. – torpedoes and fuses, California Steel Products CO., Doward and Sons – processed vegetable oils, Richmond Clothing Manufacturing – uniforms, California Cap Company – explosives, Pullman Co. rail cars.
- ❑ Starting in 1940 to support the Lend Lease program assistance to Great Britain prior to U.S. entry into the War on December 8, 1941, and then to support U.S. World War II naval needs, massive new shipyards were built in and around Los Angeles, San Francisco, Portland and Seattle and major ports around the U.S.

- ❑ Although western shipyards had not produced a single merchant vessel between 1929 and 1939, federal funds and industrial enterprise created the capacity on the West Coast that produced 52 percent of the ships built during the war.
- ❑ Henry J. Kaiser, and the government bureaucrats with whom he worked, under the pressure of wartime redefined the relationship of business, government, and the labor unions in the West.
- ❑ The Pacific Coast states, particularly California, were the major beneficiaries of federal spending to win World War II. Ten percent of all federal monies expended during the war were spent in California. World War II was the most significant event in growing the West to a position of power within the United States.
- ❑ The largest concentration of World War II shipyards was in the San Francisco Bay Area at Richmond, Sausalito, Oakland, Mare Island, Hunters Point in San Francisco and the Stockton Channel. Bay Area shipbuilders launched over 4,600 ships in 1,365 days— almost 45% of all cargo tonnage and 20% of all warship tonnage built in the entire country during World War II. Three of these four other Bay Area shipyard sites can be seen from the proposed visitor center in the Ford Assembly Building. In addition to building new ships, many of the shipyards also repaired war-damaged ships to return them to service.
- ❑ The largest shipyard operation on the West Coast was the Richmond Shipyards complex built by Henry J. Kaiser in Richmond, CA. It was constructed mostly on bay mudflats and operated to "build good ships in as short a time as possible."
- ❑ During World War II, Richmond-built ships participated in every major sea campaign of the war, in every ocean. The Richmond Shipyards produced more ships, faster and better than had ever been done in any time in the history of the world.
- ❑ New to shipbuilding, Kaiser Industries revolutionized the industry, which had been relatively dormant in the years prior to World War II. Henry J. Kaiser was described as someone who "never knows what he cannot do." Kaiser introduced mass-production techniques, segmenting job tasks, training unskilled labor, and redesigning shipyards based on straight flow of parts and materials, more space for sub-assembly, assembly lines, pre-fabrication, and welding (rather than riveting) plates together. Kaiser also used "Whirley" cranes to lift, move and lower prefabricated ship components into place. Kaiser partnered with Todd Shipyards. Kaiser knew how to build shipyards and Todd knew how to run shipyards. The Richmond Shipyards were: Kaiser No.1 and 2 – Permanente Metals Corp., Kaiser, No.3 – Kaiser Company, Inc., and Kaiser No.3 – Kaiser Cargo, Inc.
- ❑ The four Richmond Shipyards, with their combined 27 shipways, produced more ships than any other yard in the country. 747 ships were produced in Richmond during World War II.

- ❑ Richmond Shipyard #2 constructed the S.S. *Robert E. Peary* Liberty Ship in four days, 15 hours and 29 minutes — a record unequaled to this day. To spur production, Kaiser set up competitions between their shipyards across the country in fabricating ships.
- ❑ Richmond Shipyard #3 was designed as a more permanent shipyard than Shipyards #2, and #4, and as a result is one of the few World War II-era shipyards to survive today with its basins/drydocks, major buildings, and layout intact. Kaiser incorporated design improvements based on lessons learned at the earlier-built yards and could handle repairs as well as shipbuilding. The City nominated Shipyard #3 to be added to the National Register of Historic Places at the national level of significance and approval is imminent.
- ❑ As with many wartime industries, vast networks of suppliers were involved. Materials, parts and supplies came from all over the country. To produce a Liberty or Victory ship, Kaiser's shipyards in Richmond, Portland, OR / Vancouver, WA Area, and Portland, Maine used over 30,000 component parts from thousands of factories in at least 32 states.
- ❑ The Ford Assembly Building (FAB) was converted at the start of the war from automobile to tank production during World War II and processed 60,000 tanks plus other military vehicles including Army trucks, half-tracks tank destroyers, personnel carriers, scout cars, amphibious tanks, lift trucks, snow plows, and bomb lift trucks. The FAB is a designated National Register property.
- ❑ To fill jobs, Kaiser recruited 98,000 workers for their Richmond shipyards from across the country resulting in a massive migration and resettlement. Many newcomers came from Texas, Oklahoma, Arkansas and Louisiana, including farm workers and sharecroppers.
- ❑ Migration for defense industry jobs helped grow California's population by 72% and the Pacific Coast States as a whole by 39% between 1940 and 1943.
- ❑ Kaiser was among the first defense contractors to employ women in substantial numbers. Twenty-seven percent of the Richmond Shipyards workforce of 90,000 were women by 1944, including over 41% of all welders and 24% of all craft employees.
- ❑ Newcomers included large numbers of African Americans. The San Francisco Bay Shipyards, including Kaiser's shipyards in Richmond, were among the first defense contractors to employ African Americans and other people of color. The California shipyards provided the biggest single opportunity for African Americans to get into higher-paid, industrial work. Richmond's African American population grew from 1.1% of the total to 13.4% in 1950. Overall 340,000 African Americans relocated to California during World War II for industry jobs. Approximately 40,000 African

Indians worked in West Coast defense plants. Populations of Hispanics and Asian Americans were also employed.

- ❑ Initially there was resistance to integrating the workforce to include women and minorities, but ultimately industry had to fill jobs. Women were the first to break the barrier. In the face of a threatened protest march on Washington, D.C. in the summer of 1941 called by African American leaders, President Franklin Roosevelt issued an Executive Order prohibiting workplace discrimination and set up the Fair Employment Practices Committee. Wartime necessity eventually forced integration of the workforce that had not been otherwise achieved.
- ❑ The mobilization of industry and workers spurred by Government procurement and industrial innovation erased the unemployment of the Great Depression, doubled wages and resulted in breakthroughs, sometimes painful, for women and workers of color. The latter often encountered resistance in the communities they settled in. There were migrant ghettos. Both The Womens Movement and the Civil Rights Movement gained momentum during this period in locations such as Richmond.
- ❑ World War II was a significant chapter in the history of labor unions. The majority of shipyard workers were members of the International Brotherhood of Boilemakers, Iron Shipbuilders and Helpers of America and their affiliate Shipfitters, Burners and Welders, and Boilemakers. The Unions experienced rapid growth, schisms over newcomers' rights and incorporating minority members, dissent and leadership challenges, segregated affiliates, and concerns over prefabrication and de-skilling of trades. Different unions and locals varied in their accommodation of women and minorities, with the CIO unions being the most supportive. A rising tide of black activism emerged in the formation of several organizations. Ultimately management and organized labor cooperated to support the war effort and insure post-war accord. Many of the gains by women and blacks were forfeited when the war industries shut down.
- ❑ World War II grew Richmond, CA from a small town of 23,642 in 1941 into a quintessential boomtown of over 100,000 to support its 56 World War II Home Front industries with all the related difficulties of overnight growth and impacts on overwhelmed public services, housing, schools, and infrastructure. Kaiser Industries, other major defense contractors, and the City of Richmond worked to fill these gaps and retain workers. Services, including childcare, were provided to address the needs of many shift workers around the clock.
- ❑ By the end of 1943, Richmond, with 25,000 temporary units ranging from barracks to houses to trailers, had one of the largest public housing programs in the nation to accommodate defense industry workers. Despite these efforts, living conditions for many were difficult and substandard, especially for minority workers. Initially, some workers had no choice but to share the same bed by sleeping in shifts. In the rush to provide housing complicated by wartime shortages, government often sacrificed on safety, comfort, aesthetics and community concerns. To avoid conflicts between

public housing and private building and rental, it was agreed that the public housing would be torn down within two years after the war. Worker transportation and places to shop for food, complicated by wartime rationing, were major challenges to everyday life for most. Housing was a key to higher worker retention rates. Kaiser found that worker turnover averaged one percent for workers living in Richmond vs. 15.3% for East Bay residents and 20% for those living farther away.

- ❑ In a highly competitive labor market, Kaiser set the pace in pushing the envelope to provide corporate welfare on the job and in the community as an incentive for productivity, retention and social harmony. Kaiser offered a wide variety of recreation and sports activities (32% participated), newsletters (*Fore and Aft*), counselors on work conditions, personal finances and health, inter-shipyard competitions, and played an active role in advocating adequate housing, and community services. Kaiser's most significant contribution was in health services.
- ❑ Kaiser built shipyard clinics, first-aid stations and a Kaiser Permanente field hospital in Richmond to serve the medical needs of the shipyard workforce. The workplace could be dangerous and a healthy worker was a productive worker. Kaiser focused on prevention as well as emergency response. The original field hospital on Cutting Blvd. is still in place and the original first-aid station building is still standing at Richmond Shipyard #3. Kaiser set an industry standard during World War II for worker health and safety. From his precedent-setting membership health service for Home Front workers in the San Francisco Bay Area, Kaiser Permanente Health Plan pioneered the health maintenance organizations of today. Kaiser Permanente Health Plan emerged as the nation's largest integrated health maintenance system.
- ❑ The World War II Home Front industries, referred to as Franklin Delano Roosevelt's "Arsenal for Democracy," were crucial to winning the war. This government-industry collaboration led to the "military-industrial complex" so prominent for successive decades in the American economy and politics.
- ❑ Richmond experienced all the progress and pains associated with massive immigration for jobs and the significant socio-economic aftermath of large populations of workers left unemployed and homeless when the World War II industries shut down as the war effort came to close and America realized its objective of restoring peace.
- ❑ Richmond is witness to the industrial development of its South Shoreline to support America's effort to win World War II and the eventual more-lengthy recent peacetime conversion of many of these heavy industry brownfield sites to highly-desirable homes, condos and apartments, office buildings, parks, a marina, and restaurants. The Home Front sites in Richmond include fully-converted sites, adaptive reuse structures, and virtually historically-intact sites, structures, and places.
- ❑ Torn between pride and resentment in 1943, Richmond suggested itself as a "Purple Heart City" because of the fiscal, environmental and social impacts of the Home

Front industrial build up and population explosion. The sleepy community of 23,642 was thrown into civic chaos, social upheaval, and forever altered. Tax receipts fell far short of funds needed to repair streets and sewers, build housing and schools, and provide community services. A feature article from the February 1945 issue of *Fortune* magazine, entitled “Richmond Took A Beating” describes Richmond’s challenges as an impacted Home Front city (See Attachment A). It has taken over half a century for Richmond to recover from the four years of tumultuous Home Front changes. For a long time, many in Richmond were intent on erasing the Home Front past. Today, the City of Richmond has come to realize the significance of this chapter in its history and is taking steps to commemorate the important role the City and its people played to help America win World War II.

NATIONAL SIGNIFICANCE OF THE STORY AND THE SITES

The World War II Home Front was a highly significant chapter in America’s history that engaged Americans in winning World War II in a manner that has been unequaled since. The changes to society and industry had sweeping and lasting impacts on the entire nation. On the social and community level, there were issues of: unprecedented recruitment, in-migration and resettlement of the required workforce; women and minorities gaining access to high paying jobs in industrial plants in large numbers for the first time; women juggling shift jobs and family responsibilities; children in around the clock day care; pioneering comprehensive health care and services for workers and families; unprecedented integration of the workforce, U.S. government intervention to open jobs to African Americans; providing community services –housing, schools, shopping, recreation – around the clock for massive influxes of workers and families, and; readjusting to the dramatic decline of defense industry jobs as the World War II came to a close and servicemen began returning home to reclaim their civilian jobs. The social and community aftermath was especially difficult as many newly settled workers who were determined to stay yet were locked out and public housing removed. There are associated stories of: creating a defense industry almost from scratch through a partnership involving business, government and the labor unions involved: recruiting, training, housing and supporting workforce from across the country; building new plants and yards, reinventing assembly and fabrication processes; establishing supply networks and transportation of materials and parts, and; creating incentives for optimum productivity. Every household, community and industry was impacted as never before and never since. World War II on the Home Front is one of America’s richest, most dramatic, and yet understated chapters in its history.

The significance indicators in the previous section and their relevance to the wide range of NPS Interpretive Themes underscore that the historical events, advances and developments in Richmond during the World War II years were at once nationally significant and highly representative of a wide range of World War II Home Front experiences. The scale and innovations of the Shipyards production, the mobilization, migration, housing, and accommodation of the workforce, workforce integration, the extent of the 56 World War II industries and the partnerships between government, industry and labor unions that enabled them, the Kaiser corporate welfare and

employee health programs, are exceptional and prototypic. Richmond was at once representative and atypical.

The surviving historic sites in Richmond are an unusually rich collection of related sites and structures that were built for the short duration of the World War II effort and remain surprisingly intact over half a century later. Nationally, most of these industrial sites were built as temporary installations and were either modernized, altered, or leveled and redeveloped for other uses. The Richmond collection includes sites and structures today that are both community and industrial based.

Structures that demonstrate the social and community side of the story include: The Maritime and Ruth C. Powers Child Development Centers built for workers' children; the Kaiser Permanente Field Hospital built for shipyard workers and families; Richmond Fire Station no. 67A built to serve the shipyards, and the Atchison Village Housing Cooperative that housed Home Front workers. Structures and sites built for World War II production which can still be used to interpret that period include Richmond Shipyard #3 with its five graving docks, General Warehouse, Sheet Metal Shop, Machine Shop, First Aid Station and Cafeteria. The Ford Assembly Building with its soaring craneway and adjacent Oil House is still intact. There is still a Pre-Assembly building that served Shipyard #2. The pattern of railroad track that served the shipyards and the Ford Assembly Building are still in place. The surviving Whirley cranes are significant artifacts that moved on 32-foot wide rails and lifted and moved large pre-assembled ship pieces into place. Taken together, this collection of historic structures offers an exceptional opportunity to illustrate and support interpretation of a transcendent story of our nation's heritage. The surviving collection in Richmond, CA has the integrity to support this story. These findings will be further documented by proceeding with designation for National Landmark Status.

Again, the Ford Assembly Building, Shipyard #3, and Oil House are listed on the National Register of Historic Places at the National Level.

There is a strong case for Richmond serving as a center from which to link up and tell the World War II Home Front History. Richmond is significant for its Home Front story in the San Francisco Bay Area, on the Pacific Coast and nationally.

The significance of Richmond's Home Front history has been substantially studied, recorded and documented by recognized historians. This will greatly assist in developing interpretive and educational programs.

In addition to the findings of the National Park Service, five nationally-noted World War II Home Front historians and academicians have gone on record through their letters of support for establishing a World War II Home Front National Historical Park in Richmond, CA. (See Attachment E)

SUITABILITY DETERMINATION

The World War II Home Front stories are suitable for designation as a National Historical Park because this is an overarching story of American History that is not comprehensively told elsewhere. As previously discussed under the Significant Interpretive Themes section, five sites in the National Park System have some interpretation on aspects of the World War II Home Front. In all cases, it is a secondary theme within a much larger time span / period of significance and as such is treated as a secondary interpretive theme. While the National Park Service could attempt to intensify interpretation of the World War II Home Front at its already established parks, there are limitations to increasing interpretive emphasis of subthemes within a larger theme at each location beyond the current level. This is illustrated by the Charlestown Navy Yard at Boston National Historical Park, a military rather than a civilian shipyard where World War II ship production was four years out of 174 years of the Yard's history. Springfield Armory National Historic Site and Lowell National Historical Park refer to the World War II mobilization effort, but it is not a significant focus of either site. The World War II Memorial being planned in Washington, DC will commemorate the War Effort and touch on the Home Front, but will not have the historic resources to interpret the story. No other state or local sites have been brought to the attention of the study team that attempt to tell this important story in its full breadth: the social turmoil and sacrifice created by the mobilization as well as the massive production efforts.

Recognizing that it is unrealistic to tell the full World War II Home Front story without the linkages to the full range of representative sites across the country, such linkages are intended through the proposed World War II Home Front Visitor/Education Center in the Ford Assembly Building in Richmond. This "linkage" concept has been enthusiastically supported by managers of existing sites.

Richmond offers a place where the Home Front would be the primary theme and the period of significance would be 1940–1946. It would be the primary place in the National Park System to tell the story in concert with educational and internet linkages to the other NPS sites and representative non-NPS sites across the country. This network will enable the public to grasp the extent, diversity and inter-dependencies of the World War II Home Front.

The National Park Service would complete a World War II Home Front Theme Study as soon as authorized by Congress and as soon as funding is provided, which would determine the significance and integrity of Home Front sites across the country to determine the most appropriate location to protect and interpret. This Theme Study could be funded as early as the next fiscal year, assuming Congress authorizes the study, and would take approximately two years to complete. This Theme Study may suggest the designation of additional sites, which could be linked up with Richmond, but designation of the Richmond, CA site should proceed ASAP regardless.

FEASIBILITY DETERMINATION

Important feasibility considerations for this study include: size, configuration, costs, ownership and accessibility.

The potential costs for stabilizing, restoring, and adaptively reusing large industrial facilities, especially in light of liability for hazardous wastes, are always important constraints of the ownership and management role for the National Park Service. Regardless, the study found that it is feasible for certain sites and structures to be included in the boundary of a new NPS unit if the direct management role for NPS is defined to include: interpretation at the historic sites and memorials and commemorative sites, and along the Bay Trail / Promenade, and; possible management of select historic properties. Management of the select historic properties could include acquisition of building facades, and / or assistance with preservation, and acquisition of limited property from willing sellers only by donation or purchase.

The Richmond, CA site is of sufficient magnitude to tell this very large story. Richmond has a critical mass and representation of intact Home Front sites and structures to support a National Historical Park, provided the historical structures can be adequately protected, managed to the standards of the Department of the Interior, and made accessible to the public for interpretation. It will also be important to preserve the overall sense and scene of the area during the World War II period, including where possible preserving and interpreting building footprints for those buildings that have been or are demolished.

Management of the area is key to supporting a National Historical Park. Development is a factor impacting the area and if guided can provide opportunities for reuse of building interiors that can help underwrite or offset the costs of restoring and maintaining the exterior facades of the large industrial buildings. It is unrealistic to expect the National Park Service to acquire, manage, and maintain the massive structures. Partnerships between the National Park Service, the City of Richmond, private developers and others can help preserve the sites and structures to support designation as a National Historical Park.

The Richmond, CA site is also feasible for a National Historical Park because it is accessible. Other sites might limit, restrict, or prohibit public access because they are active Department of Defense installations requiring security. Other sites have continued their corporate operations and are not accessible because of corporate security, safety or liability concerns such as at the former Kaiser shipyard adjacent to Fort Vancouver National Reserve. The Richmond, CA sites are special because they still exist, are relatively unaltered, and are in uses where public access is compatible or potentially compatible. Proposed development and adaptive reuses, if properly planned and designed, retain the historic exteriors and make the area accessible for the public, such as the re-use plan for the Ford Assembly Building.

This period of its history is well-documented and archival resources such as the Richmond Museum of History and the Bancroft Library at UC-Berkeley are at hand.

The City of Richmond has demonstrated its support for a Rosie the Riveter / World War II Home Front site. It would be feasible to include the industrial structures in a National Historical Park because of the commitments of the City of Richmond to maintain and manage the structures.

Most of the real property under discussion is in public ownership. The Rosie the Riveter Memorial will be completed by the City through a combination of raised, donated and city funding. The World War II Home Front Visitor / Education Center space would be provided by Forest City Development in the Ford Assembly Building and NPS would lease the space. Most of the public park spaces are developed and will continue to be managed by the City of Richmond.

The site would be managed through a partnership between the City, NPS and the Rosie the Riveter Trust, the Richmond Museum of History Association, and other nonprofit organizations.

Richmond has actively worked to mitigate and cleanup pollutants left by heavy manufacturing decades ago. The City is meeting compliance requirements in developing their properties and hazardous materials continue to be cleaned up or mitigated to the satisfaction of the appropriate Bay, regional, state and federal regulatory agencies. The City continues to receive national visibility for its successful brownfield conversions of the Marina Bay Area on the former site of Shipyard #2. Participation by the National Park Service is feasible only if the National Park Service is not held responsible for cleanup efforts, or the liability attached to waste sites.

The alternatives are consistent with City and regional plans.

The Richmond sites are accessible and nearby to a 6.5 million San Francisco Bay Area population and the Bay Area is a major travel destination for in-state, out-of-state and international visitors. The sites in Richmond are within blocks of Interstate 580 and a few miles from Interstate 80. Richmond is served by the Bay Area Rapid Transit (BART) fixed rail service and East Bay Transit bus service. Red and White fleet provides commuter ferry service from San Francisco to the future site of the Visitor/Education Center. The existing parks and the Bay Trail / Esplanade are fully accessible as will the remaining properties to be developed. An access plan will have to be worked out for Richmond Shipyard #3. Guided access will be used where safety and security is an issue. Visitors can arrive by car, ferry, bus, rapid transit, bike, or by foot. Most will access the park at key points that have/will have public transit and ferry options. The satellite historic sites and structures will be accessible by self-guided auto and bicycle tours and guided van tours. It is not anticipated that such activity will provide a nuisance for neighborhood residents and building occupants. Van, bus and boat tours can be added where cost effective. The area is accessible for school classes arriving by school busses. Public parking will be available at key locations as needed.

Marina Bay residents are very insistent on a high level of park maintenance and parking controls by the City for the parks and public spaces in their community.

It is anticipated that visitors will generate additional business activity and tax revenues for Richmond certain businesses in the vicinity of the visitor circulation.

It should be noted that in the last few years, the booming California and San Francisco Bay Area economies have resulted in soaring real estate prices and heavy investment in new construction and redevelopment. This intense commercial and residential market is putting pressure on and threatening unprotected historic sites and structures in communities, such as Richmond, CA where prices have been a relative bargain. Richmond is undergoing a real estate redevelopment boom as evidenced by the Marina Bay transformation and new business parks and offices under construction. There is a limited window of opportunity to designate a park to protect these remnant Home Front sites and structures.

PUBLIC INTEREST AND SUPPORT

There is a broad based interest and support for establishing a national Rosie the Riveter / World War II Home Front Site in Richmond, CA. There is a tremendous nostalgia for this era and a desire to see it properly recognized and interpreted so its memory does not fade.

The Congressional delegation has been briefed and supports a National Park Service designation. The Mayor and City Council have passed a Resolution of Support of the proposal and a second Resolution in support of Congressman Miller's authorizing legislation. The City Manager indicated City intent to support specific recommendations of this report (See Attachments). Press coverage has been very supportive.

The only concern that surfaced in the local neighborhood was apprehension over additional traffic and parking. Assurances were given that the primary access point would be the visitor center where there would be adequate parking, public transit and ferry access.

Historians, educators and interpreters at other sites have been very supportive especially of the value of linking World War II sites across the country to more comprehensively tell the whole Home Front story. The regional schools are very supportive.

MANAGEMENT ALTERNATIVES FOR ROSIE THE RIVETER AFFILIATED AREA / NATIONAL HISTORICAL PARK IN RICHMOND, CALIFORNIA

The feasibility study considered a wide range of possible alternatives and focused on the following three:

ALTERNATIVE I — NO ACTION/CONTINUE STATUS QUO. Richmond would complete and dedicate the Rosie the Riveter Memorial. Richmond may provide some World War II Home Front interpretation at the Ford Assembly Building.

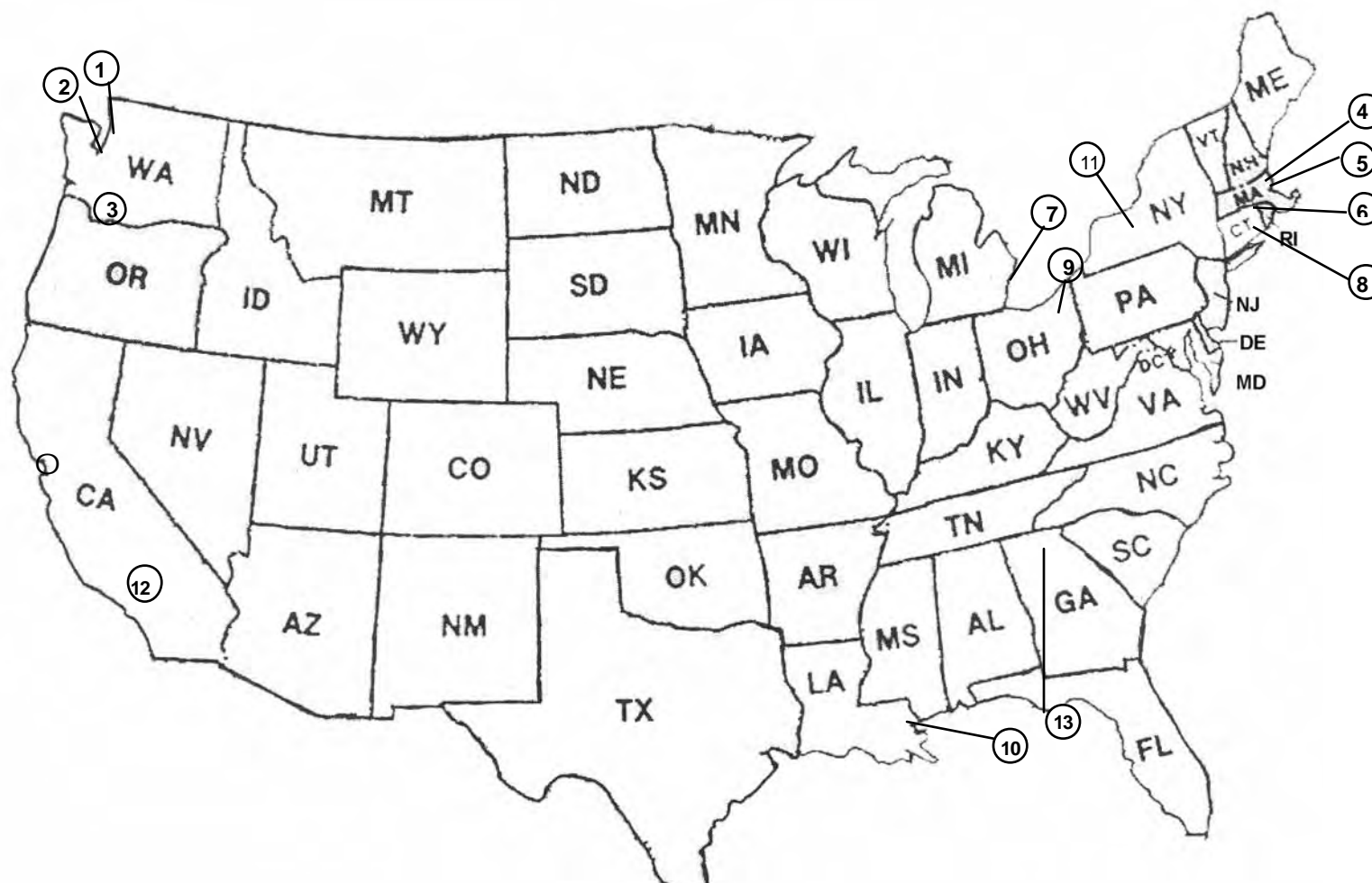
With its limited resources, it is unlikely the City of Richmond can finance and fully realize the potential of interpreting the World War II Home Front and linking up related sites around the United States, without the involvement of the National Park Service and designation and recognition as part of the National Park System. The impact of No Action is that the larger story and fuller understanding and appreciation of the Home Front by the visitor would not be realized and may be lost. There might be less incentive and capability to link the story to other sites across the country, and to attract scholars and intellectual seekers to explore this story and its implications to society. There may be less interest in taking on the preservation of the large industrial structures and even the smaller structures that represent these themes and events. This is further complicated by intense real estate demand and fast paced redevelopment that is accelerating the alteration and replacement of older structures in the San Francisco Bay Area.

ALTERNATIVE II — DESIGNATE THE ROSIE THE RIVETER MEMORIAL: HONORING AMERICAN WOMEN'S LABOR DURING WORLD WAR II IN RICHMOND AS AN AFFILIATED AREA OF THE NATIONAL PARK SYSTEM.

At a minimum, the affiliated area site would include the Rosie the Riveter Memorial structure as installed and would be signed and a designation plaque installed and operated by the City of Richmond. The National Park Service would not play an active role in the development of a World War II Home Front Visitor / Education Center. This would provide the minimum level of NPS designation and participation.

Affiliated area sites must possess resources that have national significance and the resources must have historic integrity to support interpretation of the story. Affiliated sites must also have suitability, including national significance of a story that is not adequately preserved and interpreted elsewhere. Affiliated sites must also be feasible to manage to the Standards of the Secretary of the Interior. And, most affiliated sites are not managed by the National Park Service; they are managed by an organization with which the National Park Service has a formal cooperative relationship.

The National Park Service finds that the stories of Rosie the Riveter and the broader World War II Home Front are clearly of national significance and warrants being interpreted to the public. The Rosie the Riveter Memorial will



**Map 4 — Rosie the Riveter / World War II Home Front NHP
Partial Sample of Representative Sites That Could be Linked.**

- Richmond, CA
- 1 Boeing, Seattle, WA
- 2 Puget Sound Naval Shipyard, WA
- 3 Vancouver National Historic Preserve, WA
- 4 Lowell NHP, MA

- 5 Boston NHP, MA
- 6 Springfield Armory NHS, MA
- 7 Willow Run, MI
- 8 Stanley Plant, New Britain, CT
- 9 Goodyear, Akron, OH

- 10 National D-Day Museum and Higgins Industry Plant, New Orleans, LA
- 11 Bell Aircraft, Buffalo, NY
- 12 Lockheed Aircraft, CA
- 13 Bell Aircraft, Marietta, GA

commemorate the story and is on a former historic site (Richmond Shipyard #2) that has been fully converted to contemporary uses, and is now a commemorative, rather than an intact historic resource. If the Affiliated Area designation is limited to the Rosie the Riveter Memorial, it would be appropriate for another agency, e.g. City of Richmond, to manage the site.

The expected impacts of designating the Rosie Memorial as an affiliated site might include loss of the historic structures available in Richmond to show and tell this enormous story that engulfed the population left at home during World War II. If the supporting historic structures are not protected to tell this story, they may be lost to intensifying development activity in Richmond. Structures may either be demolished, or greatly altered for their reuse so that they can no longer support the interpretation of this story.

ALTERNATIVE III — DESIGNATE ROSIE THE RIVETER / WORLD WAR II HOME FRONT NATIONAL HISTORICAL PARK IN RICHMOND AS UNIT OF THE NATIONAL PARK SYSTEM. Designate the Ford Assembly Building and Oil House, the intact dry docks/basins docks and five historic structures at Richmond Shipyard # 3 on the west side of Harbor Channel opposite the Ford Assembly Building, the Rosie the Riveter Memorial, Rosie the Riveter Park, Marina Green, Vincent Park and Shimada Peace Memorial Park across the Marina, Lucretia W. Edwards Park, Sheridan Observation Point Park, and the connecting portion of the Bay Trail / Esplanade as a National Historical Park. All these sites are owned by the City of Richmond, committed, and, with the exception of Shipyard #3, linked along the waterfront by the San Francisco Bay Trail / Esplanade.

The designation would also include the following scattered historic remnant structures further inland that would remain in their current ownership and uses. These structures include: the original Kaiser Permanente Field Hospital on Cutting Blvd., two World War II Day Care Centers — Ruth C. Powers Child Development Center and the Maritime Child Development Center, a Kaiser-built Fire Station No.67A, and the Atchison Village worker housing cooperative — all of which are little changed from the 1940s. They would be connected to the National Historical Park through interpretive programs and guided and self-guiding walking / bicycling / driving tours.

The 561,000-sq. ft. Ford Assembly Building (FAB) and companion 8,000-sq.ft. Oil House are both listed on the National Register of Historic Places and will be adaptively reused for residential/work spaces, office space, limited commercial retail and restaurant space and a conference center. Forest City Development, a national real estate development corporation, and the Richmond Redevelopment Agency have signed a contract that will transfer the FAB to Forest City upon completion of the adaptive reuse restoration. Forest City would commit a 7,000–9,000 sq. ft. space for a World War II Home Front visitor/education center in the craneway in the south end of the building on the bayfront and additional exhibit

space along the interior corridor that runs the length of the building. (See Attachment B). This site adjoins a Red and White Fleet bay ferry stop inaugurated in September 1999. The building was converted from car to tank production during World War II. This is the ideal central vantage point for an indoor visitor/education center to interpret Rosie the Riveter and the World War II Home Front with a visual tie-in to other World War II Home Front production sites on San Francisco Bay and the Richmond waterfront.

The National Park Service would coordinate the production of interpretive exhibits, outlining the larger story and its context, and also interpretation at related sites, including wayside exhibits, guided tours, and where appropriate, tours of building interiors. The City and National Park Service would certify training and quality of any licensed guides to insure accurate and quality site interpretation.

Interpretive waysides, displays, and public art in Lucretia W. Edwards and Sheridan Observation Point parks and along the Bay Trail / Esplanade would further interpret Home Front themes.

The visitor/education center would also contain rotating exhibits featuring a representative sample of other Home Front industrial sites across America and maintain a web page with links to those related sites and stories.

Richmond Shipyard #3 is listed on the National Register of Historic Places and would be accessed for the near term by guided tours. It will continue to be operated by the City of Richmond for compatible adaptive reuses.

The City is considering a permanent mooring site for the Richmond Museum Association's 455-foot S.S. Red Oak Victory Ship, which was fabricated in Richmond Shipyard #1, in the Harbor Channel near the FAB and Sheridan Observation Point and the site of Shipyard #1, adding to the visitor experience. The Richmond Museum Association would continue to own, restore, operate and maintain the S.S. Red Oak Victory. One of the surviving Whirley Cranes may be relocated to the proximity of the mouth of the Harbor Channel where it will be more accessible to visitors. Both would provide large artifacts that would visually signify and anchor the National Historical Park. If additional Whirley Cranes become available, they could be installed at Richmond Shipyard #3 in their historic context. Water taxis and small tour boats could enable visitors to cross and explore the historic Richmond Shipyard sites, the maritime industrial setting in the Harbor and Santa Fe Channels, possibly also take in Brooks Island offshore (owned by East Bay Regional Park District). The City and NPS would explore ways to resolve safety, security and liability concerns to the satisfaction of the marine industry businesses that operate there.

Establish interpretive and tour linkages where possible with the other World War II shipyard and Home Front sites in the San Francisco Bay Area and the West Coast.

Establish linkages between the Rosie the Riveter / World War II Home Front Visitor/Education Center and a representative sample of locations and World War II Home Front industries around the nation. Link to the Charlestown Naval Yard at Boston National Historical Park, Lowell National Historical Park, the former Vancouver Kaiser Shipyard adjacent to Vancouver National Historic Reserve, and Springfield Armory National Historic Site. Link related sites around the nation that played a major role, such as: Puget Sound Naval Shipyard; Boeing Aircraft near Seattle; Willow Run outside Detroit; the Stanley Plant in New Britain, Connecticut; Ogden Arsenal in Utah; Goodyear Tire and Rubber in Akron, Ohio; the National D-Day Museum and Higgins Industry Plant in New Orleans; Bell Aircraft in Marietta, GA and Buffalo, NY; and others to be determined. See Map 4.

Survey and explore the opportunity to designate additional theme-related structures and sites in the City of Richmond to provide a more complete preservation and interpretation of the Rosie the Riveter/World War II Home Front.

The National Historical Park components would be managed to NPS standards negotiated in agreements and cooperative agreements between the National Park Service, the City and other key third parties, including the owners of the structures and sites included in the NHP designation. The National Park Service would prepare a General Management Plan / Environmental Impact Statement for the direction, operation and management of the National Historical Park by the National Park Service and City of Richmond and their key partners.

The National Park Service would provide technical assistance on stabilization, restoration, adaptive re-use of historic sites and structures related to the NHP themes.

The overall impact of Alternative III is that it would provide more adequate protection and interpretation of the surviving historical resources in Richmond, California, and enable the Home Front study to be interpreted and linked in a national context.

The proposed name for the National Historical Park – Rosie the Riveter / World War II Home Front – is a mouthful and doesn't fit easily on a sign. Regardless, the study team believes the combined name is important and appropriate to convey relevance and scope. "Rosie the Riveter" is the most recognized symbol of the World War II Home Front industrial workforce despite the facts that more men worked on the Home Front – everybody pitched in, and many more women were welders, rather than riveters, in Richmond or worked in other occupational specialties. The study team believes that the most encompassing term is "World

War II Home Front” which embraces all the people, sacrifices, innovations, institutions, adaptations and changes that made up life in the United States during those important years and helped win the War.

The impact of designation as a National Historical Park in the National Park System and a sustained National Park Service uniformed staff presence will give Richmond critical momentum in ensuring protection, maintenance, public access and education. This designation will also insure a national and international visibility and credibility in attracting visitors. The possibility of a National Park System designation has already created the interest and leverage to conduct a more comprehensive inventory of historic structures and adoption of a city historic preservation ordinance. Redevelopment agendas have been modified to further support the World War II Home Front theme. The basic concept for a World War II Home Front Visitor / Education Center has been developed. The City has established a Rosie the Riveter Trust as a 501(c)(3) nonprofit, public benefit corporation to help raise funds and assist in interpretation and education efforts. The City has clearly demonstrated their interest and willingness to be a full partner with the National Park Service in sustaining a National Historical Park.

This collaborative partnership is the essential ingredient to insure protection of this critical mass of historic structures and sites and interpret them in a comprehensive context as the story of how people in Richmond, CA and across the country won World War II on the Home Front.

FINDINGS: The National Park Service Study Team found that the collection of historic structures and sites in Richmond is nationally significant; ideally this finding would be confirmed through the National Historic Landmark process. While no individual structures have been determined as yet to meet national significance standards through the national historic landmark process, the study team found that taken together, the collection of sites and structures are an outstanding collection of this resource type. The study team further found that the Rosie the Riveter Memorial Park is most appropriate for inclusion and interpretation as a part of the larger historic district. It cannot stand alone as an affiliated area.

The unprecedented involvement and role of women and minorities in the World War II civilian workforce and the World War II Home Front are highly significant chapters in America's history. World War II was a significant chapter in Labor Relations, the Women's Movement and Civil Rights. The evolution of women's expanding role in American society is regarded by many as one of the most significant changes in America in the last 50 years.

Related historical themes include: the unprecedented World War II industrial production that started from scratch, workforce in-migration and resettlement, the efforts of industry and government to provide essential services to the new workforce, integration of the workforce, caring for a 24-hour workforce, the socio-economic aftermath of the

shutdown after World War II, and the conversion of industrial sites to contemporary land uses. Along the Richmond waterfront are historic structures, places and people that can bring these stories to life.

These stories are nationally important stories that can be effectively told in Richmond. Richmond has begun to tell them, has an impressive and credible history and a citizenry who lived it, and is getting affirmation from around the country as an appropriate place to interpret the World War II Home Front (see Attachment E).

Recommendation: The National Park Service recommends Alternative III, to authorize the establishment of Rosie the Riveter / World War II Home Front National Historical Park, and a study of the feasibility and methodology for adding or linking additional sites identified through Richmond's current inventory of historic structures and a nationwide theme study on the Home Front.

ENVIRONMENTAL AND OTHER COMPLIANCE

If and when legislation is passed to authorize the National Historical Park, the National Park Service will prepare an Environmental Impact Statement and Section 106 Clearance and seek clearances from the U.S. Fish and Wildlife Service, the Environmental U.S. Army Corps of Engineers, and the Bay Conservation and Development Commission. This will be done in conjunction with preparation of a General Management Plan.

Most of the properties under consideration were former, active industrial sites that were developed in the haste and conditions of a national emergency and rapid industrial mobilization to support the effort to win World War II. Environmental sensitivity was not a hallmark of that era. Over the last 55 years, the City of Richmond has cleaned up, improved or redeveloped portions of these sites, and has had to meet and fully comply with federal and state standards. All of these actions are matters of record. Likewise, as the Richmond Redevelopment Agency has worked with developers, compliance has been complete. The Marina Bay redevelopment has been hailed nationally as a model brownfield conversion.

Any hazardous wastes would need to be remediated. It is likely that some of the historic structures will need to be surveyed for hazardous substances prior and re-mediation undertaken to insure safe working conditions and safe removal of contaminants.

Shipyard #3 may require special attention prior to public access to insure that portions can be safely accessed.

As currently envisioned, the properties cited in the proposed area would remain the property of the City of Richmond, or other appropriate public or nonprofit institutions.

As specific improvements are made, they would require the appropriate National Environmental Policy Act (NEPA) and/or California Environmental Quality Act (CEQA)

documentation, mitigation and clearances and secure the requisite clearances and permits from the Environmental Protection Agency, Army Corps of Engineers, and Bay Area Development Commission and other regulatory agencies as appropriate.

Most of the properties in the proposal are already developed. Restoration or mitigation is the anticipated scenario, rather than further degradation.

Any alterations or modifications of historic structures will require pre-consultation and review by the State Historic Preservation Officer office in Sacramento.

PUBLIC INVOLVEMENT

In conducting the feasibility study, meetings with members of the City of Richmond City Council and the Redevelopment Agency and the Rosie the Riveter Memorial Project began in December 1998. There were presentations to the Mayor and City Council, which were televised on the local cable channel on the study process, findings and recommendations. There were presentations and meetings with Neighborhood and service organizations and other interested parties. In addition, there was coverage of the study and findings in the local newspapers. Copies of the September draft report were widely distributed. There has been a continuing dialogue with the City and interested groups and individuals. There have been exchanges with other related sites and historians and educators nationwide for input and review.

A comprehensive public involvement process would be included in the preparation of a General Management Plan / Environmental Impact Statement.

PROJECTED NATIONAL HISTORICAL PARK OPERATIONS AND COST ESTIMATES

If and when the National Historical Park (NHP) is authorized under Alternative III, a General Management Plan and Environmental Impact Statement would be prepared to more fully assess operations and cost estimates. At this point, it is anticipated that Rosie the Riveter / World War II Home Front NHP would operate under a partnership involving primarily the City of Richmond, the National Park Service, and the Rosie the Riveter Trust, plus additional parties including the Richmond Museum of History, the Richmond Museum Association, Inc., the Rosie the Riveter Memorial Project, Forest City Development and potentially others. While the exact terms would not be negotiated and set forth in a General Agreement until a NHP is authorized by Congress, the following describes anticipated roles of the respective partners for operating a NHP based on discussions to date.

City Of Richmond: The City of Richmond is governed by a Mayor and City Council elected at large. The City Manager reports to the Mayor and Council and supervises all city departments. The Richmond Redevelopment Agency, Community and Cultural Services Program — Parks and Landscaping, Library and Museum Services Department, the Port Authority and the Richmond Arts and Culture Commission all

report to the Mayor and Council through the City Manager. All would play a role in the National Historical Park (NHP) operation.

The Richmond Redevelopment Agency has played the key role in orchestrating the redevelopment of the Richmond waterfront and has commissioned the planning, establishment, and maintenance standards of the parks and public places including this proposal along the waterfront. The Agency also commissioned the nominations to the National Register of Historic Places. The Agency would continue to explore the possibilities for integrating historic preservation, public access, public art, and economic development. The Agency would work with the National Park Service and other partners to coordinate provisions for public uses at Ford Point and Richmond Shipyard #3.

Parks and Landscaping is responsible for park design and maintenance and would carry out and/or contract for the day-to-day outdoor maintenance on established greens and park spaces in the NHP.

The Richmond Library and Museum Services Department, together with their 501(c)(3) partner, the Richmond Museum of History Association, Inc., stores the City's historic records, archives, photo files and artifacts related to Richmond's history. The Museum operates out of a structure that was one of the original Carnegie libraries and would be involved in dialogue regarding exhibit space for large artifacts in and near the Ford Assembly Building. The Rosie the Riveter Memorial Project collection is being maintained by the Museum. It is anticipated that the Museum would provide library, archival and curatorial support for the NHP. Given their limited budget and staffing, participation with the National Park service and NHP, including funding and technical assistance, would be negotiated through Cooperative Agreements between the Service and the Museum.

The Richmond Arts and Culture Commission oversees the selection, approval and placement of public art including structures, such as the Rosie the Riveter Memorial in Marina Park, "Shipyard Stories" in Vincent Park, and Lucretia W. Edwards Park.

The City-owned public spaces authorized for inclusion in the National Historical Park would continue to be owned by the City of Richmond and maintained to standards satisfactory to both the National Park Service and the City under a General Agreement / Cooperative Agreement to be negotiated should the National Historical Park be authorized. The authorizing legislation will specify that The Secretary of the Interior will review the condition and maintenance of the structures, sites and grounds included in the NHP every five years to insure that these standards are being met and negotiate measures to resolve any deficiencies. If a structure cannot be managed to meet standards and re-mediation is unsuccessful, the National Park Service and the City of Richmond may consider removal of that structure from inclusion in the NHP. If the default is more pervasive, the Secretary of the Interior and Congress would be able to de-authorize the entire site designation. The clear intent for the NHP would be to make the cooperative management; protection, restoration, and interpretation of the NHP succeed.

The Port Authority/Richmond Redevelopment Agency would continue to operate Richmond Shipyard #3 to generate revenue for the City compatible with maintaining and restoring the Shipyard as a National Register property and a key component of the National Historical Site accessible to the visiting public.

On July 27, 1999, the City Council passed a resolution in support of the establishment of the NHP as specified in Alternative III and of adding additional sites. On February 4, 2000, the City provided a letter of intent regarding the future planning of Richmond Shipyard #3, the shoreline and area west of the Ford Assembly Building, and the permanent siting of the S.S. Red Oak Victory ship. See Attachment C.

National Park Service: Under Alternative III, the National Park Service would work with the City and the Rosie the Riveter Trust in the interpretive planning, design and operation of the World War II Home Front Visitor/Education Center, as well as identification, study, interpretation and linkage to other significant World War II Home Front sites around the nation. The NPS would assist in the development and installation of unifying signage, interpretive signs and wayside panels, exhibits, tours, and educational programs. NPS would also work with, and share supplemental funding and technical assistance with, the Richmond Museum of History and the Rosie the Riveter Trust to assist with the acquisition, curation, and interpretation of historic artifacts and materials.

Contingent upon authorization and appropriations in the near term, NPS would provide staff and funding to help: coordinate the interpretive and exhibit planning, prepare an artifact acquisition plan, begin conducting limited tours, prepare a General Management Plan, complete identification and interpretive highlights for the related sites in Richmond, the Bay Area and across the country, and prepare and maintain a comprehensive webpage with links to the related sites.

Once the World War II Home Front Visitor/Education Center is operational, NPS would have a limited on-site staff (4–6) to help operate the center, conduct tours and generate educational programs that could be used nationally. The NPS would work with the Rosie the Riveter Trust to establish a corps of volunteers and docents who could be certified and indemnified under the NPS Volunteers-in-the-Parks Program.

Rosie The Riveter Trust: The Rosie the Riveter Trust was recently established as a 501(c) (3) tax-exempt, public benefit corporation to help support the Rosie the Riveter / World War II Home Front NHP activities and initiatives. Incorporation papers were filed on July 27, 1999, along with tax-exemption applications to the Internal Revenue Service and the State of California. Board recruitment beyond the founding board is underway and will include national representation. The Trust will eventually retain staff to handle the functions similar to a National Park Service cooperating association and a park friends organization to include planning, fundraising, visitor/education center operations, and tours. One initial emphasis of the Trust will be to assist the planning, funding and

development of the World War II Home Front Visitor/Education Center in the Ford Assembly Building.

Richmond Museum Association, Inc.: This 501(c)(3) organization works hand-in-glove with the Richmond Museum of History and will continue to own, restore, operate and maintain the S.S. Red Oak Victory Ship, provide related interpretation programs, and be represented on the Board of the Rosie the Riveter Trust.

Forest City Development: Under contract with the City of Richmond, Forest City Development will complete the adaptive reuse development of the Ford Assembly Building and become the owner of the building. Forest City would develop and make available space in the craneway for the World War II Home Front Visitor/Education Center (See Attachment B). They will be responsible for maintenance of the public spaces in the craneway and main corridor. They would coordinate with the NPS, the Rosie the Riveter Trust, Library and Museum of History on spaces for major exhibits, artifact and artifact storage, related signage and education spaces.

The Rosie the Riveter Memorial Project: The Project board, staff, and the City will complete the Rosie the Riveter Memorial structure in Marina Park in Fall 2000. A dedication of the Memorial is planned for October 2000. They will also have a seat on the Trust Board and will likely merge their resources into the Trust.

National Park Service Staff Participation: For the first two years, NPS staff would focus on interpretive planning, exhibit design, signage, rounding out oral histories from a fully representative group of Home Front survivors, and researching and assessing additional historic sites and structures to be added to the NHP in Richmond and/or linked to the World War II Home Front visitor/education center from across the country. Tours would be designed and limited interpretive tours initiated. NPS would work with the partners to firm up coordination, curation, and acquisition of artifacts. NPS would coordinate the development of a general management plan.

The design of educational programs and the Web pages and linkages to other sites would also be an initial priority.

The National Park Service would also provide technical assistance on cultural resource preservation.

Once the visitor/education center is opened (scheduled for 2002), the NPS would have a stronger uniformed staff presence to assist with preparation and delivery of interpretation and education programs.

Budget: Approximate NPS Annual Operating Budget estimates for the first five fiscal years follow. For the subsequent four years, the General Management Plan will provide more precise estimates.

Fiscal Year 1: \$550,000 — See Attachment D.

Fiscal Year 2: \$650,000

Fiscal Year 3: \$750,000

Fiscal Year 4: \$750,000

Fiscal Year 5: \$750,000

IN CONCLUSION

Designation of a National Historical Park would be a significant catalyst to make the World War II Home Front and Rosie the Riveter a unifying theme in Richmond, CA, attract national and international visitors, and serve as a national education center on these important themes. The opportunity to pursue this more complete preservation and interpretation of the World War II Home Front including all who played a role is urgent. The Richmond City Council, Redevelopment Agency, and Port Authority and others are in the process of making decisions on the disposition of these sites and features. Until recently, Richmond was focused on converting the historic to the new. Under the National Historical Park scenario, Richmond could partially define its future by honoring and interpreting one of the most significant chapters in Richmond's, the Bay Area's, and America's past.

The World War II Home Front was identified as a significant World War II theme, however it is not yet prominently represented in the National Park System. Designation of a National Historical Park offers an exceptional opportunity to provide a site fully dedicated to the national memory and appreciation of the World War II Home Front. It would be appropriate to seize this opportunity while people who experienced the Home Front are still alive. Many of Richmond's residents worked in the World War II industries in Richmond. Many families across America have personal ties and recollections to these themes through parents, grandmothers, grandfathers, aunts, and uncles who worked and grew up on the World War II Home Front and worked and sacrificed to help win World War II.

In addition to the existing photo documentation, oral histories and memorabilia collections already gathered, it is critically important to round out the first-person documentation and interpretation of these important events through recording oral histories within the next few years.

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